

**COYOTE VALLEY SPECIFIC PLAN
PROJECT DESCRIPTION
January 2006**

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CVSP PROJECT DESCRIPTION

January 2006

Note: This document summarizes the key aspects of the Coyote Valley Specific Plan to date and describes the scope of development being analyzed in the Environmental Impact Report (EIR). This document is not an EIR Notice of Preparation for the Specific Plan. The Notice of Preparation and related materials are available at <http://www.sanjoseca.gov/coyotevalley/EIR.html>.

A. PROJECT LOCATION, SURROUNDINGS AND EXISTING LAND USES

Coyote Valley is an approximately 7,300-acre valley at the southern end of San Jose situated roughly 13 miles from downtown. The Valley is about 6 miles long and 2 miles wide, enclosed by the Mount Hamilton Range to the east, the Santa Cruz Mountains to the West, Tulare Hill and the hills of Laguna Seca to the north, and the City of Morgan Hill to the South. These hills, mainly grassland punctuated by dramatic oaks, define the Valley and provide a spectacular backdrop to the Valley floor.

The Coyote Valley Specific Plan (CVSP) area is divided into three sub-areas, each with a different land use designation in the San Jose 2020 General Plan: the North Coyote Valley Campus Industrial Area (1,400 acres), the Mid-Coyote Urban Reserve Area (2,000 acres), and the South Coyote Valley Greenbelt Area to the south (3,600 acres). See Attachment 1 – Existing General Plan at the following link:

http://www.sanjoseca.gov/coyotevalley/images/Coyote_GP.pdf

The planning area for the CVSP is the relatively flat valley floor, mostly open in character, with some agricultural uses, scattered oaks and two pockets of residential uses. The Coyote Creek riparian corridor runs the length of the Valley and with its rich mix of mature oaks, sycamores and other native plants, provides a distinct eastern edge to the planning area. To the west is Fisher Creek, an historical creek (now somewhat degraded in character) that was channelized in the early 20th century for agricultural uses.

Existing land uses include mainly rural residential with a mixture of agriculture in varying degrees of productivity. The Valley also includes the unincorporated historic town of Coyote, the IBM Santa Teresa campus, Metcalf Energy Center, the Charter School of Morgan Hill, and various commercial uses along Monterey Road.

Coyote Valley is in a unique location in San Jose, being at very southern edge of the City. To the northwest lies the Santa Teresa neighborhood, which can best be characterized as a suburban residential neighborhood. The portion of the Santa Teresa neighborhood that is just north of Tulare Hill is composed predominately of single-family detached residences on lots averaging 6,000 square feet and at a density of about eight units per acre. The area's closest regional transportation connection is the Valley Transportation Authority's (VTA's) light rail transit (LRT) system, which has its southern terminus in the Santa Teresa neighborhood. VTA's bus service also serves Coyote Valley and Caltrain passes through the Valley to South County.

Between Morgan Hill and the urban portion of Coyote Valley is an area of approximately 3,600 acres, which has been designated by the City of San Jose and Santa Clara County as the South Coyote Valley Greenbelt. The Greenbelt is intended to be a non-urban buffer separating San Jose and Morgan Hill. A voter approved Urban Growth Boundary separates the planned urban

portion of Coyote Valley from the South Coyote Greenbelt. While the Greenbelt is included within the CVSP, urban services will not be extended into the area. It was included the CVSP to ensure that mechanisms are developed to facilitate the permanent acquisition of fee title or conservation easements in South Coyote.

Easterly of Coyote Valley is the Mount Hamilton Range which is considered environmentally sensitive. Within this area limited development exists. The major use proximate to Coyote Valley is Santa Clara County's Kirby Canyon Landfill that is accessed from the Coyote Creek Golf Drive interchange on U.S. 101. Also, on the easterly side of U.S. 101 is an extension of the Coyote Creek Golf Course. Santa Clara County Parks also has a shooting range that is just east of U.S. 101 northerly of the Bailey Avenue interchange.

The westerly edge of Coyote Valley is bounded by the Santa Cruz Mountains. Within this area grazing is the predominate use. The Cinnabar Golf Course is located within this area. Santa Clara County's Calero Reservoir is located off Bailey Avenue as it goes over the hill towards Almaden Valley. This facility is a recreational amenity for the County and City of Jose, offering boating, water skiing and fishing opportunities.

B. PROJECT BACKGROUND

Over two decades ago the City of San Jose made smart-growth decisions for Coyote Valley that would provide balanced development in San José and benefit the overall region. The North and Mid-Coyote Valley areas have been planned for urban development since 1961. The Mid-Coyote Valley Urban Reserve and the South Coyote Valley Greenbelt areas were established in 1984 with the adoption of the Horizon 2000 General Plan, and later affirmed in 1994 when the Council adopted the 2020 General Plan.

The San Jose 2020 General Plan originally designated North Coyote Valley Campus Industrial area for industrial development to ensure a stable economic base and new jobs; Mid-Coyote Valley Urban Reserve area for residential and mixed use development after 5,000 jobs were in place in North Coyote Valley; and South Coyote Valley for a greenbelt to ensure a non-urban buffer between San Jose and Morgan Hill. The Greenbelt overlay provided for a non-urban buffer, and allowed uses and development standards consistent with the base land use designations (predominantly Agriculture, Private Recreation and Public/Quasi Public).

The General Plan also established "triggers" or prerequisite conditions, to ensure that industrial development preceded housing development in the Urban Reserve, so the community would have the financial resources to support quality public services for residents. The prerequisite conditions included: building permits for 5,000 jobs in North Coyote Valley Campus Industrial Area and a stable and predictable City fiscal condition based on specific criteria.

Since the early 1980s, San Jose has positioned North Coyote Valley as a premier economic development location for 50,000 jobs. Most recently, in 2000, the City Council approved a major rezoning and development agreement for 6.6 million square feet of campus industrial offices (Cisco Systems).

While the development of mid-Coyote Valley was originally beyond the scope of the 2020 General Plan, the Plan provided the vision and broad parameters, which provided the basis for the form and nature of any future planning efforts in this area. In 2001, as Santa Clara Valley

faced a downturn in the economy accompanied by reduced development pressure, the City Council considered revisions to the General Plan to allow earlier planning in Coyote Valley. The City believed this was the right time to begin the planning effort in Coyote Valley, so that when development triggers were met in the future, the City would be prepared to move forward with a Specific Plan in place to guide the creation of a new Coyote Valley community through exemplary urban design.

In June 2001, the City Council approved the Mayor's recommendations to change the purpose of the Coyote Valley Urban Reserve Triggers to allow planning for the development of the Coyote Valley Specific Plan, based on recommendations from the Housing Production Team's report. On November 20, 2001, the Council adopted a text amendment to the General Plan (GP01-T-33), which allowed for the preparation of a Specific Plan for North and Mid-Coyote Valley. The prerequisite requirement for jobs to precede housing was not changed, and a Specific Plan was required to be prepared prior to any development in the Coyote Valley Urban Reserve.

On August 20, 2002, the City Council, in keeping with the planning process set forth in the General Plan for the Coyote Valley, initiated the Coyote Valley Specific Plan process by appointing a 20-member Task Force. The Task Force, under the leadership of co-chairs Mayor Ron Gonzales and Council member Forrest Williams, was directed to guide the preparation of a comprehensive and practical plan for the future of Coyote Valley. The Task Force held its first meeting on September 10, 2002

In keeping with the City's long-standing practice of involving the community in its planning efforts, the CVSP process has incorporated extensive community outreach. To date the Task Force has met 38 times. There have been nine well-attended community meetings and numerous Technical Advisory Committee meetings, Focus Groups, and sub-committee meetings. The degree of outreach and public participation involved is unprecedented for any previous planning effort in San Jose. The CVSP process has had television, radio and newspaper coverage, and is supported by a frequently updated website at www.sanjoseca.gov/coyotevalley/. The CVSP is a community based plan representing the views of a broad range of stakeholders and interest groups. Periodic progress reports to the San Jose City Council kept them apprised of the progress and offered opportunities for their input as well as public testimony.

C. COUNCIL'S VISION AND EXPECTED OUTCOMES

The City's Overall Vision for Coyote, as stated in the 2020 General Plan, recognizes that Coyote Valley is relatively isolated from the rest of San Jose and future development will need to be in the form of a balanced community with jobs, housing, commercial and community facilities, schools, parks, residential services, infrastructure and public transit. The new community is to be a very urban pedestrian and transit-oriented mixed use community with a minimum of 25,000 new housing units and 50,000 industry-driving new jobs (i.e. excluding retail service and government jobs). Land uses are to be connected through a rich network of open spaces, trails, bicycle paths, roads and transit. The community should include a variety of housing types and densities and a minimum of 20% of the housing should be "deed-restricted, below market rate units".

The Vision also specifies that the plan should have a financing and implementation strategy, a phasing plan that provides for the construction of jobs and housing at the same time, and be financially feasible for private developers. Development is to be confined to the North and Mid-Coyote Valley areas, and the Plan should include methods for permanent protection of the South Coyote Valley Greenbelt. One of the primary goals of the Coyote Valley Specific Plan is to prevent the continuation of "urban sprawl" that has typified development of much of the Bay Area.

The proposed 2:1 ratio of jobs to housing units (50,000 jobs to 25,000 residences) is intended to help balance the City's jobs/housing imbalance. Since the City currently houses many more employed residents than it has jobs, it has a poor jobs/housing balance. In keeping with the City's overall economic development strategy, the proposed 2:1 jobs/ housing ratio will encourage more commercial and industrial growth to balance residential development.

The Vision and Expected Outcomes outlines several points pertaining to the South Coyote Valley Greenbelt. Among others, they are:

- The South Coyote Valley Greenbelt is included only to determine financing and other mechanisms to secure it as a permanent Greenbelt.
- The line between Central and the South Coyote Valley Greenbelt should not be moved.
- The CVSP should seek mechanisms to facilitate the permanent acquisition of fee title or conservation easements in the South Coyote Valley Greenbelt.

On September 21, 2004, the City Council accepted the First CVSP Progress Report and also reaffirmed the Coyote Valley Specific Plan Vision and Expected Outcomes, noted below:

1. The plan will include Central and North Coyote for land planning and will include South Coyote in the infrastructure financing mechanism only. South Coyote (Greenbelt) is included only to determine financing and other mechanisms to secure this as a permanent Greenbelt.
2. The line (Greenline) between Central and South shall not be moved.
3. The line between North and Central could be erased to allow for mixed-use throughout as long as 25,000 housing units in Central and 50,000 jobs in North remain as a base. Then, jobs can be added in Central Coyote and housing in North Coyote to achieve mixed-use or develop a property owner agreement to "trade" jobs and housing counts to achieve mixed-use goal.
4. The overall development character of North and Central Coyote Valley should be very urban, pedestrian and transit-oriented community with a mixture of housing densities, supportive businesses and services and campus industrial uses.
5. The Specific Plan should plan for the extension of light rail and heavy rail into Central Coyote and use these facilities to orient development.
6. We shall maximize efficient land usage; i.e., the 25,000 units and 50,000 jobs are both minimums. In North and Central Coyote combined, the total development potential is at least 50,000 jobs and at least 25,000 housing units. Through the Specific Plan process we shall

determine the distribution of that potential across north and south, including mixed-use concepts.

7. It will be important to distinguish that the 50,000 jobs referenced are primarily industrial/office jobs, not the additional retail support or public/quasi-public jobs (e.g., City workers) that must also be accommodated in the Plan area for a vibrant, mixed-used, urban community.
8. Identify locations for public facilities (libraries, parks, schools, etc.) in the land use plan as well as include these facilities in the financing plan.
9. North and Mid-Coyote should contain a rich system of parks, trails, and recreation areas.
10. The identification of financing measures for the needed capital improvements to support the planned levels of development.
11. The plan must be financially feasible for private development.
12. The plan must develop trigger mechanisms to ensure that increments of housing may not move forward until the appropriate number of jobs are constructed in a parallel timeline to maintain a jobs/housing balance in Coyote Valley.
13. The Task Force should review the potential to utilize “sub-regions” of the valley that will incorporate jobs and housing that can move forward when the sub-region has ability to finance the appropriate infrastructure. Residential projects will be issued building permits in parallel with the development of jobs when either the projects are purely mixed-use in their construction or the jobs and housing are constructed simultaneously.
14. The plan should seek mechanisms to facilitate the permanent acquisition of fee title or conservation easements in South Coyote.
15. The plan should allow for the current General Plan budget triggers to be changed to triggers based upon the Valley or its sub-regions' jobs and housing revenues covering the General Fund cost of services.
16. The plan shall include a requirement that will mandate 20 percent of all units be “deed-restricted, below-market rate units”.

D. GOALS AND OBJECTIVES FOR COYOTE VALLEY

Coyote Valley is envisioned to grow into a compact, vibrant, new mixed-use, pedestrian, and transit oriented community. It will retain its scenic beauty and sense of place, accommodate future regional growth, and represent a model of planning and design for environmentally friendly and economically self-sustaining communities.

This vision for Coyote Valley demonstrates San Jose's leadership to shape the pattern of future growth of both Silicon Valley and California. Embracing community livability, economic vitality and environmental sustainability, Coyote Valley will be a new model for growth for the city and the Bay Area.

CVSP will accommodate 25,000 households as well as 50,000 industry-driving jobs on some 3,500 acres. This is about 1/5th the land used in the outer Bay Area's typical new community development pattern.

The planning process for Coyote Valley includes examinations of the fiscal and infrastructure financing implications of different jobs/housing phasing options. Together with the Environmental Impact Report, these examinations should help the City Council consider possible modifications, if any, to the General Plan Triggers, mentioned in section B above.

CVSP addresses the following key challenges, regarding how to:

- Use land efficiently and sustainably;
- Preserve and protect the scenic and ecological resources of the Valley;
- Accommodate needed growth in the area to attract and retain high wage driving-industry and technology jobs;
- Avoid an auto-dependent development patterns; offer a diversity of housing to meet people's needs and budgets; and
- Work with over 280 different land owners, community groups and multiple governmental agencies.

Through an extensive community outreach process, creation of a planning task force with community-wide representation and working with the experts in the field, the following goals set forth the vision for Coyote Valley:

1. Preserve the Valley's scenic treasures and open spaces, the oak woodlands, hills and creeks as open space and recreational resources including the South Valley Greenbelt;
2. Ensure environmental stewardship as a compact, urban, mixed-use and transit-oriented new community set within and interconnected to natural and restored ecosystems, habitats and watercourses of the Valley; and
3. Provide a diversity of housing, education and workplaces designed for livability and social equity. Coyote Valley presents an opportunity to advance Silicon Valley's 21st Century preeminence and competitive advantage as the world leader in technological innovation and entrepreneurialism by attracting and retaining globally competitive companies and workforce.

As a result of the above visions, CVSP residents will benefit from this compact urban model by enjoying proximity to, and vistas of, surrounding open space. All residents will be less than a mile from the biking and hiking trails of Coyote Creek County Park, the Santa Cruz Mountains, or the Greenbelt. These natural boundaries give Coyote Valley its unique natural quality of place.

To achieve these goals, the major elements of the plan include:

a. Environmental Footprint

The CVSP starts with the establishment of natural and restored environmental boundaries. These boundaries form the natural limits of urbanization and assure that Coyote Valley will be a distinct place, and not simply an extension of existing urbanization. Natural

environmental features within Coyote Valley's urban boundaries become significant and unique urban form definers. Together these natural boundaries and environmental features establish the Environmental Footprint within which the Coyote Valley Urban Model is developed.

b. Composite Framework

With the balance between land for urban development and open countryside set by the environmental footprint, a composite framework of "blue," "green" and "mobility" infrastructure is planned to serve and give shape to future development.

The "blue" infrastructure manages the systems of ground and surface water to ensure groundwater recharge, storm water detention and maintenance of water quality. To alleviate flooding and create an opportunity for bringing together urban and natural systems, Fisher Creek is restored, with a lake and canal system to handle storm water detention and run-off.

The "green" infrastructure brings nature into the city, creating the potential for a highly livable town with a ten-minute walk to open space elements. Composed of park, open space and school sites, the green infrastructure gives shape to the community and gives access to the surrounding valley hillsides and creeks. The prominent features are Spreckles Hillock, a lake front park, the Central Commons linking the east and west hills, Fisher Creek, Coyote Creek, the Coyote Greenbelt.

The "mobility" infrastructure is planned to provide pedestrian, bicycle, equestrian, other non-auto dependent travel choices, plus, car, truck, carpools for the people who will live, work and visit Coyote Valley. The mobility infrastructure consists of regional Caltrain heavy rail service, an in-Valley fixed-guideway transit system, a network of green streets, bike routes and pedestrian paths, a parkway and roundabout system. All areas of the urban community are well connected and accessible through this multi-modal approach.

The green, blue and mobility infrastructure is a dispersed, multi-functional system where infrastructure plays dual roles. For example the street right-of-way provides for both storm water detention and mobility. This infrastructure framework creates a self-contained community set within and connected to the countryside with a clear identifiable boundary separating the urban and natural areas.

c. Community Growth and Building Blocks

The CVSP will grow over some 25 to 40 years with a community core and several individually unique neighborhoods that provide for employment districts, mixed-use corridors and residential neighborhoods. These building blocks of the community organize the land use into a compact, urban, higher density mixed-use and transit-oriented community that provides a diversity of housing, education and workplaces to attract people to want to live, work and be in Coyote Valley. It will establish its unique place identity, its DNA, from the very start.

At the heart of Coyote Valley will be a waterfront community core, a high density urban environment with a waterfront promenade, the public square, a retail main street, a skyline with high rise towers as focal points along the waterfront and transit, an international park, housing and employment.

The employment districts, mixed-use districts and residential neighborhoods will have convenient walking access to plazas, squares and greens, and will connect jobs and housing together. With shopping and community services, these centers of activity attract and focus community life in vibrant, pedestrian-scaled centers. Mixed-use corridors offer an opportunity for shop front living, working and retail that can express the character and life of the community.

As individual neighborhoods are established early on, they will develop their own neighborhood identity, focal amenities and civic facilities, grounded in the natural and historic resources of their own individual part of the Valley.

Part of the building blocks for Coyote Valley is the attraction of residents and employment to the valley by the offering of a rich learning environment for people of all ages with nine elementary schools, two middle schools, two high schools paired in a single collegiate-style campus location and a potential new community college offering a complete public educational system.

As a healthy, diverse community, Coyote Valley is an opportunity for people from a wide range of backgrounds and economic means to live and work together. Affordable housing is integrated into the fabric of the community, along with a range of job opportunities in addition to high-tech jobs, brings balance and diversity to community life.

d. Integration of Live, Work and Play

The CVSP breaks from the old planning models typified by land uses segregated by arterial roads, and integrates a vibrant diversity of activities.

Workplace and living over street-fronting commercial, live-work lofts, office, retail, entertainment and places of worship sharing district parking, not only support efficient land use, they also set the stage for the kind of rich daily commingling of people of different ages, cultures, purposes that makes urban life so interesting. Within the CVSP the fully integrated mixed use lakeside community core, Santa Teresa Boulevard corridor, and neighborhood cores are surrounded by adjacent residential neighborhoods and corporate campuses, themselves within a short walk, bike or transit hop.

e. Urbanism as a Preferred Choice

The CVSP celebrates an urban life where density, diversity and discovery are enhanced by a compact urban form and integration; where land uses are appropriately mixed; and citizens are provided with several transportation choices. A sociable, diverse, and multi-use public realm including streets, transit ways, open spaces, parks, plazas, courts, and civic spaces defined by buildings supports the choice for urbanism.

f. A Process for Growth Over Time

To deliver a balance of 50,000 jobs and 25,000 housing units requires a process for Coyote Valley to grow over time. To create a healthy, self-sustaining and balanced community, growth will need to take place in coherent increments that are self-contained, identifiable places that strive to balance the provision of jobs and housing, maximize opportunities for development to be concentrated along transit infrastructure, and ensure that mixed-use centers and open spaces link employment and housing together in walkable neighborhoods and districts. Development will be self-supporting in terms of community amenities, public services, schools, affordable housing and parks concurrent with development.

The process of growth builds upon the existing infrastructure and planned employment centers, with the initial increment of development realigning Santa Teresa Boulevard and Bailey Avenue to create land for the future lake and community core. The highest concentration and mix of uses would be along both sides of Bailey Avenue around the future lake to create a main street with retail shopping on both sides and direct pedestrian, bicycle and transit connection to Caltrain. Existing Cisco, IBM and Xilinx employment areas are to intensify in use and become walkable, mixed-use workplace centers by locating housing and retail services in proximity to existing employment areas. Transit service will extend access to serve existing and new employment centers and link development in the Valley to the downtown and Caltrain. With transit infrastructure routing transit trips through the community core, and with the construction of the lakefront, the community core can gradually intensify and diversify in use with the overall increase in residential and employment population in the Valley.

The extension of the Santa Teresa Boulevard transit way will facilitate development of a mixed-use corridor along Santa Teresa Boulevard with housing developed within walking distance to transit. Build-out of the canal, Fisher Creek and a parkway connection from Santa Teresa Boulevard to U.S. 101 will detain storm water, create a second connection to U.S. 101 and serve planned urban lands to the south.

New mixed-use employment centers will follow at Coyote Valley Parkway connection to U.S. 101 and southern employment areas. Extension of transit way along Coyote Valley Boulevard will facilitate building mixed-use workplace and residential neighborhoods within walking distance of transit and with access to the Coyote Valley Parkway and U.S. 101.

Residential neighborhoods will infill along major connector streets, and introduce a network of livable, walkable green streets and alleys.

The growth process will continue with the gradual infill and intensification of the community core and higher density mixed-use districts, creating diverse, active centers of community life. Throughout the process, development shall be self-financing, in terms of creating mechanisms to finance up-front infrastructure costs.

g. Environmental Stewardship

The CVSP will create a transparent environmentally-friendly community where all citizens have an underlying sense of personal environmental stewardship and are provided with opportunities to contribute as citizens and stewards of the Valley through:

- **Celebrating Coyote Valley**

The CVSP will go way beyond “impact avoidance” regarding its natural environment. It will celebrate the unique natural character of the Valley, and make every resident, worker, visitor, and future decision maker aware of the particularly unique and delightful natural environment and urban ecology of Coyote Valley.

The hydrology of the Valley will be easily observed as the Urban Canal, The Lake and Fisher Creek rise and subside as they perform their natural detention functions, and Laguna Seca forms a seasonal lake in the winter in correlation to the Valley’s rising water table. Coyote Creek’s natural and managed resource nature will be observed as residents enjoy its un-seasonally rigorous flows in late summer as it delivers California Water project water to Santa Clara Valley’s aquifer.

The flanking hills of the Mount Hamilton Range and the Santa Cruz models will remain as accessible open space frames for life within the Valley.

- **Community Sustainability**

The CVSP establishes a development pattern and design criteria that promotes environmental, social, and economic sustainability where people, plants and wildlife thrive and co-exist. The CVSP begins with a development pattern that can substantially reduce the energy consumption and pollution caused by the automobile through emphasis on walking, biking and transit.

It includes a sustainable hydrologic plan where downstream runoff quality is protected and the natural detention and bio-filtration functions that the Valley performs today are enhanced. Design criteria built around the Leadership in Energy and Environmental Design (LEED) model will establish rewards, awards, and include an aggressive Coyote Valley marketing program that capitalizes on the growing public awareness of, and positive response toward, resource conserving and environmentally friendly construction. Green roofs, rooftop patios, and solar building orientation and solar roofs will be encouraged and their design character will become intrinsic to CVSP identity. CVSP will establish measurable sustainability goals, manage to those goals, and report on success.

- **A Rich Network of Parks, Gardens, Plazas, Trails, Open Space, and Agricultural heritage**

CVSP creates a green urban environment where ample common landscape, gardens, plazas and outdoors recreation supplants the large private yards of the old California model. CVSP re-envision the California dream with gracious outdoor living afforded by rooftop patios, small private outdoor “rooms” created by architectural plan configuration, and neighborhood pools and barbeque patios accessible to immediate neighborhood, community at large and general public as appropriate. The Lake Park, Coyote Commons (running east-west across the Valley), regional league ball fields, community parks, school parks and playfields, all knitted together by an interconnected network of small neighborhood parks within stroller distance of all residences assures that life in Coyote Valley will be as “Arcadian” as the sprawling model it replaces.

CVSP will fully capitalize on its adjacency to open space by providing clear accessibility. The east and west ends of Coyote Commons celebrate this access with Coyote Valley

and Santa Clara County Parks trailheads. Development patterns and criteria assure that publicly accessible walks, trails, or narrow roads define the interface between urban and open space.

CVSP plans an appropriate transition between urban life and agricultural enterprise in South Coyote Valley. A wide range of uses would be allowed, including row crops and orchards; open space and wildlife corridors; aquifer recharge areas; greenhouses; mushroom cultivation/production; and estate homes. CVSP encourages the establishment of agro-tourism such as food and drink tasting, “U-Pick” crops, etc. In this way, South Coyote Valley could be a source of locally grown food as well as useful education and experiences regarding agriculture and animal husbandry for the nearby urban areas in Coyote Valley, San Jose, and south County.

E. DESCRIPTION OF THE PROJECT

As stated in the San Jose 2020 General Plan, the Coyote Valley is somewhat isolated from the rest of San Jose; therefore, any future development would need to be in the form of an integrated community with jobs, housing, commercial facilities, schools, parks, and other residential service facilities, infrastructure, and public transit – in effect, a new town. The City’s overall vision for urban Coyote Valley is a unique, vibrant, balanced community, where people live, work, learn, shop, worship, and play. Approximate acreages for the various components of the CVSP are shown in Table 1.

It is anticipated that the development area of the CVSP would ultimately be a community of up to approximately 70,000 to 80,000 residents. The actual population at build-out would depend upon the number of persons per household (currently 3.2 based on San Jose 2000 Census data) and the actual mix of the different residential densities and workplace intensities.

The Coyote Valley Specific Plan would be incorporated into the City’s General Plan in the form of the Coyote Valley Planned Community designation at the time the Plan is adopted. The existing North Coyote Campus Industrial and Coyote Valley Urban Reserve designations would be replaced with the Coyote Valley Planned Community designation. Additional General Plan amendments would be proposed to reflect the Greenbelt Strategy.

Parking for the various land uses would be provided on-site, on-street, and in District shared parking structures as described below. Parking structures provide approximately 21,000 spaces (including approximately 7,900 district shared parking spaces), which would be located throughout the central portion of the development area in proximity to Workplace and Mixed-Use designations, at the multi-modal Caltrain transit station near Monterey Road (see Attachment 2 – CVSP Illustrative Plan at http://www.sanjoseca.gov/coyotevalley/images/CVSP-Landuse-500-aerial-05_1025.jpg and Attachment 3 – CVSP Land Use Plan at http://www.sanjoseca.gov/coyotevalley/docs/3200_Land_Use_Plan_Nov28_05.pdf).

Land Use Designations

The basic parameters of each of these land use designations are presented in Table 2 and described below.

TABLE 1: CVSP PROJECT COMPONENTS

Component	Acreage	% of Total	% of Developable Area
Private Development	2,239	31%	59%
Residential	1,402		
Commercial	45		
Industrial/Workplace	555		
Mixed-Use	199		
District Parking	12		
Existing Workplace (IBM)	15		
Existing Utilities (Metcalf Energy Center and SBC)	11		
Public Facilities	484	7%	13%
Public Parks ¹	157	2%	4%
Community Parks (include Laguna Seca Playfields)	108		
International Park	10		
One-acre Parks co-located with ES	9		
Misc. Park Facilities ²	30		
Coyote Creek County Park	157	2%	4%
Schools	170	2%	5%
High School Campus	60		
Buildings and Parking (ES/MS)	35		
Shared Hard Court areas (ES/MS)	19		
Shared Parks/Playfields (ES/MS)	57		
Open Space	65	1%	2%
Spreckles Hill	20		
IBM Wetlands	9		
Other (including lands over 15% slope line, trails)	36		
Infrastructure	995	14%	26%
Core Roadways ³	470		
Caltrain Station	0.5		
Existing Caltrain ROW	36.5		
Flood Protection and Storm			
Fisher Creek Corridor ⁴	222		
The Lake	55		
Laguna Seca (exclude Playfields)	189		
Urban Canal/Canal Park	21		
Total Mid & North Coyote Valley (MNCV)	3,783	52%	100%
South Coyote Valley Greenbelt	3,500	48%	
Ballfields @ South of Palm Avenue	20.5		
Recharge Areas @ South of Palm Avenue	20		
TOTAL	7,283	100%	

¹ Parks Category includes Laguna Seca Ballfields, but excludes shared school playfields and pocket parks less than 1 acre. Total parks acreage available for community use include 19 acres hard courts and 57 acres playfields shared with Elementary and Middle Schools (ES/MS)

² Includes aquatic center, maintenance yard, community center, dog parks, library, etc.

³ ROW includes Existing Roads, 31.4 acres as Parkway Trails, and Transit Guideway

⁴ Includes 12.9 acres as Trails

TABLE 2: CVSP LAND USE DESIGNATIONS

Land Use	Typologies	Net Density DU/AC	Floor Area Ratio	Gross Acres	Max. Units	Max. Com. Bldg. Area (Sq. ft.)	Max. Ind. Bldg. Area (Sq. ft.)	Height	Stories
<i>Residential</i>									
Low Density Residential	R6	5-10	N/A	151	355	N/A	N/A	30	2.5
Medium Density Residential	R7/R8/R9	10-20	N/A	659	6,394	N/A	N/A	35	2.5/3
Medium-High Density Residential	R4/R5	20-45	N/A	463	10,467	N/A	N/A	45	3
High Density Residential	R3	45-65	N/A	105	3,889	N/A	N/A	60	4.5
Mid-Rise Residential	R2	75-100	N/A	16	1,176	N/A	N/A	120	10
Hi-Rise Residential	R1	100+	N/A	8	372	N/A	N/A	265	20+
				1,402	22,653				
<i>Commercial</i>									
Neighborhood Commercial	LR	N/A		37	N/A	317,100	N/A	45	1-3
Core/Regional Commercial	RR	N/A		8	N/A	202,500	N/A	45	1-3
				45		519,600			
<i>Industrial/Workplace</i>									
Research and Development	W4	N/A	0.20-0.30	8	N/A	N/A	97,636	20	1
Support Industrial	W9/W10	N/A	0.20-0.30	27	N/A	N/A	135,020	20	1
Campus Industrial	W1/W3	N/A	0.30-0.40	296	N/A	N/A	3,484,307	25/50	2/4
Industrial Park/Office	W2/W5	N/A	1.00-1.50	222	N/A	N/A	7,092,832	65/85	4/7
Professional/Administrative Office	W6/W7/W8	N/A	1.75-9.00	11	N/A	N/A	1,329,947	50/85/240	4/7/20
				564			12,139,743		
<i>Mixed-Use</i>									
Live Work/Loft (MU1)	M1/M3	N/A	1.40-1.75	13	311	0	155,500	75	6
Office over Commercial (MU2)	M4/M5	N/A	0.40-1.75	49	0	708,294	2,493,700	45	4
Residential over Optional Office (MU3)	M8/M9	N/A	1.00-1.40	62	1,862	0	135,900	45	4
Residential over Commercial (MU4)	M6/M7	N/A	1.35-1.75	72	1,310	351,788	0	45	4
Hi-Rise Residential over Office (MU5)	M2	N/A	3.50+	3	258	0	100,500	265	20+
				199	3,741	1,060,082	2,885,600		
TOTAL					26,394	1,579,682	15,025,342		

Table 2 Notes:

1. See the following link for a list of CVSP Building Typologies (Attachment 4):
http://www.sanjoseca.gov/coyotevalley/docs/CVSP_Building_typologies.pdf
2. The Environmental Impact Report is analyzing a maximum of 26,650 residential units, and 16, 610,000 square feet of workplace and commercial uses to provide flexibility as the CVSP is refined by the Task Force.

- a. **Residential:** A total of approximately 22,650 dwelling units are included in the residential component of the CVSP and approximately 4,000 additional residential units in the Mixed Use designation. The residential units are divided into nine typologies⁵ of density ranging from 5 to 100 dwelling units per acre with setbacks ranging from zero to 25 feet. Parking for residential uses would generally be provided on-site. At least 20 percent of the dwelling units would be deed-restricted, below market rate units, spread throughout the development area. Residential development is divided into six (6) land use designations: Low Density, Medium Density, Medium-High Density, High Density, Mid-Rise and Hi-Rise.
- b. **Commercial:** A total of approximately half million square feet of Core/Regional Commercial and Commercial (Neighborhood/Local Retail) uses would be within the CVSP development area, occupying a total of approximately 45 acres. Core/Regional Commercial includes approximately 202,500 square feet of stand-alone restaurant, general retail, personal service, apparel, movie theater uses primarily in the “Town Center” area around the central focal lake. Regional Commercial is expected to draw customers from inside and outside of the Valley. Commercial (Neighborhood/Local Retail) includes approximately 317,100 square feet of stand alone supermarket, gas station, restaurant, general retail, personal service, apparel, and movie theater uses located primarily in the central and northern portions of the development area. These uses would primarily serve Coyote Valley residents. Parking for these two land uses would be provided primarily in District shared structures. An additional approximately one million square feet of retail and commercial uses would be included within the Mixed Use designation (see Table 3). The retail uses within the Mixed Use designation would be provided in the ground floors of both office and residential buildings. Parking for retail uses would be provided in District shared structures, on-site surface lots, and on-street.
- c. **Industrial:** The project would result in the creation of approximately 50,000 industry-driving and business support jobs and 5,000 government and retail jobs in the Valley. More than 10 percent of the 50,000 industry- driving and business support jobs are included within development designated as Mixed Use as described later in this section. Industrial development is divided into five (5) land use designations: Research and Development, Support Industrial, Campus Industrial, Industrial Park/Office, and Professional/Administrative Office.

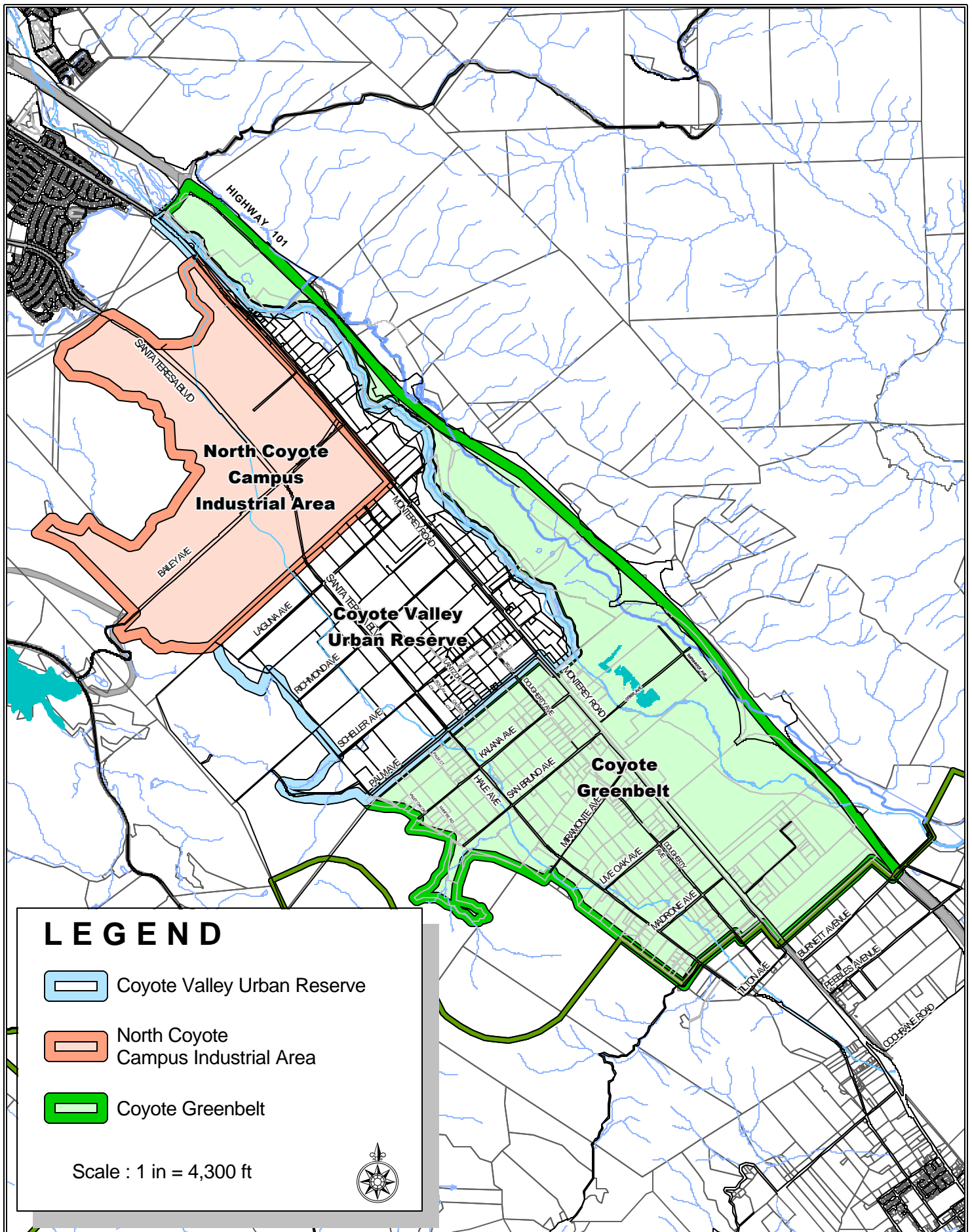
⁵ See CVSP Building Typologies at the following link:
http://www.sanjoseca.gov/coyotevalley/docs/CVSP_Building_typologies.pdf

**TABLE 3
CVSP COMMERCIAL LAND USES**

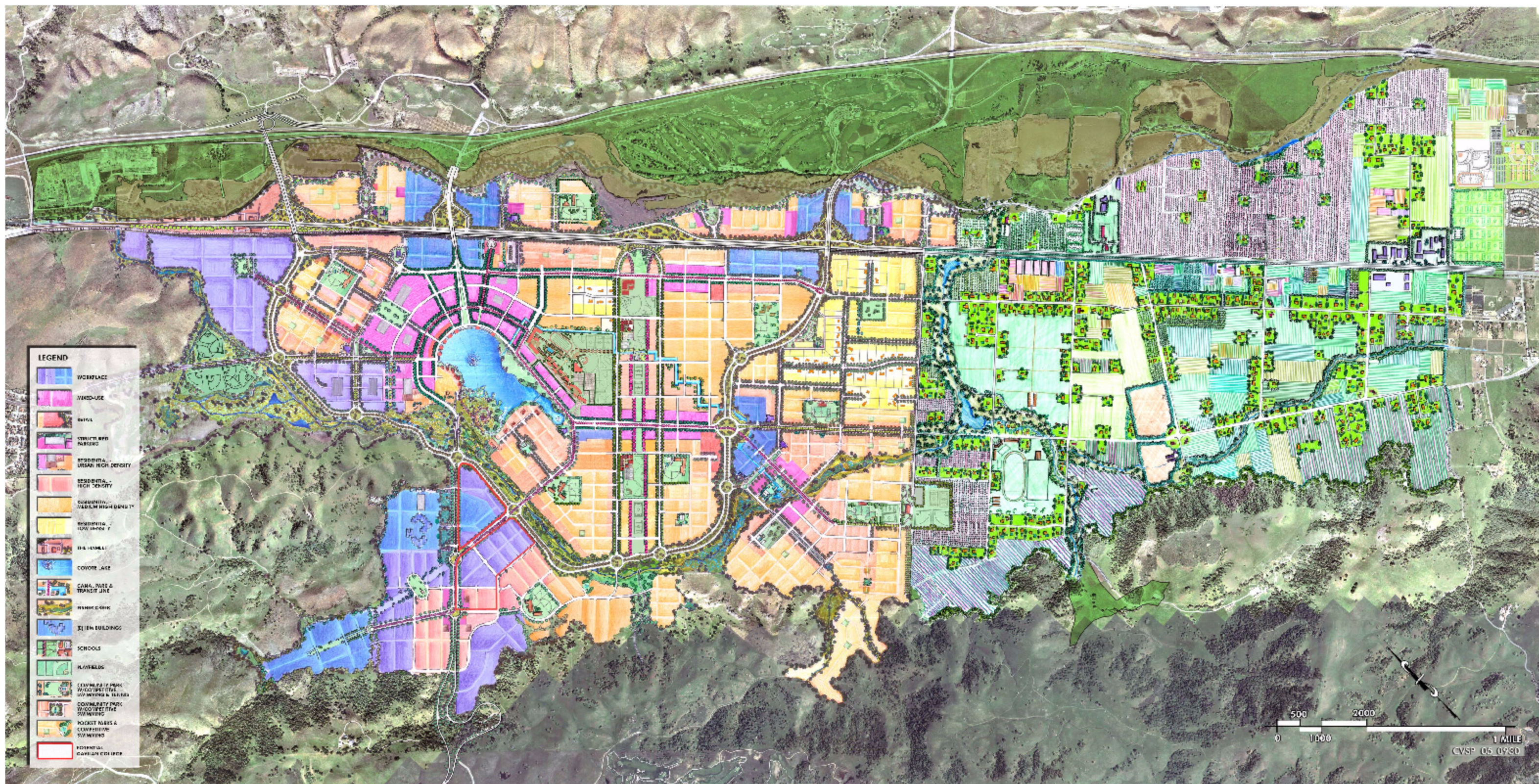
Commercial Uses	Total Square Footage (approx.)	Building Areas Acreage	Building Height (in Feet)
Neighborhood/Local Retail	317,100	37	54
Core/Regional Retail	202,500	8	45
Retail in Mixed-Use	180,000		45
Commercial in Mixed-Use	860,000		45
TOTAL	1.56 Million	45	

- d. **Mixed-Use:** The CVSP includes a total of over three million square feet of Mixed Use development with workplace, approximately 4,000 residential units, and about 1,060,000 square feet of commercial space, including retail (see Table 2). Parking would be provided on-site, in District shared parking structures, and on-street parking. There would be no minimum development setbacks in the Mixed Use designations. Mixed Use development is divided into five (5) land use designations: Mixed-Use #1 (Live Work/Loft), Mixed-Use #2 (Office over Commercial), Mixed-Use #3 (Residential over optional Office), Mixed-Use #4 (Residential over Commercial) and Mixed-Use #5 (Hi-Rise Residential/Office).

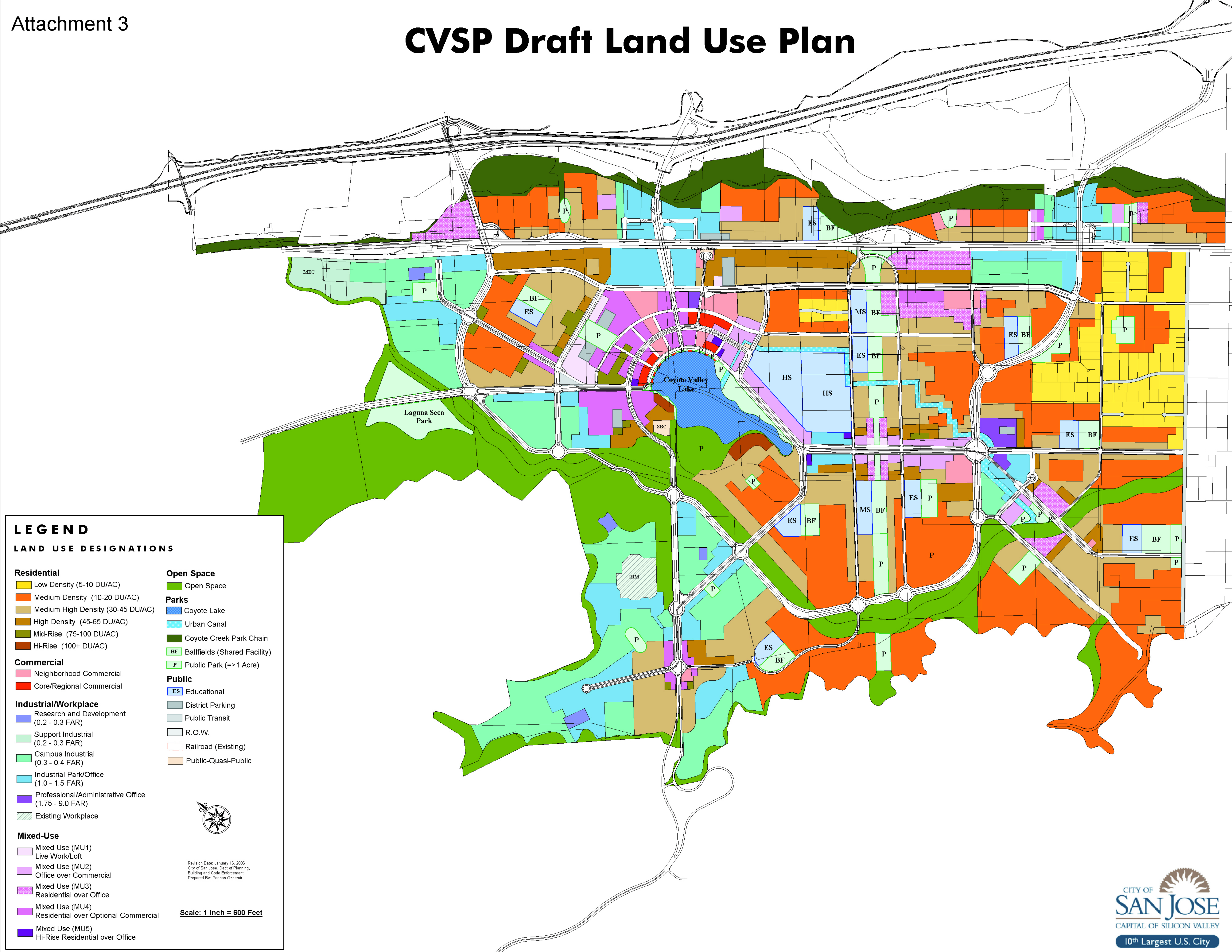
Attachment 1: Existing General Plan



Attachment 2: CVSP Illustrative Plan



CVSP Draft Land Use Plan



ATTACHMENT 4

CVSP Building Typologies

- 1) **Workplace Development:** CVSP is divided into ten land use typologies ranging from one to 20 stories in height, with setbacks ranging from zero to 20 feet. Parking would be provided both on-site and in off-site District shared parking structures.
 - a) **W1 Typology (FAR=0.39)** is the largest Workplace based on acreage (approximately 200 acres) and includes four-story buildings approximately 50 feet in height, with all on-site surface parking. This typology provides approximately 11,860 jobs and one parking space per job, and is located in both the northern and southern portions of the development area.
 - b) **W2 Typology (FAR=1.4)** includes seven-story buildings approximately 85 feet tall, with four level on-site structured parking. Approximately 10 acres and 2,120 jobs would be included in this typology, which is located in the northern portion of the development area. Parking would be provided at a ratio of 0.66 spaces per job.
 - c) **W3 Typology (FAR=0.32)** includes two-story buildings approximately 25 feet in height with all on-site surface parking provided at a ratio of one space per job. Approximately seven acres and 365 jobs would be included in this typology, which would be located primarily in the northern portion of the development area.
 - d) **W4 Typology (FAR=0.24)** includes one-story buildings approximately 20 feet tall with all on-site surface parking provided at a ratio of one space per job. Approximately nine acres and 345 jobs would be included in this typology, which is located primarily within the northern portion of the development area.
 - e) **W5 Typology (FAR=1.04)** includes four-story buildings approximately 65 feet tall with four-story on-site structured parking to be provided at a ratio 0.66 spaces per job. Approximately 145 acres and 22,770 jobs, which is the greatest number of jobs in any Workplace typology, are included in this typology. This typology is located throughout the development area.
 - f) **W6 Typology (FAR=8.5)** includes 20-story buildings approximately 240 feet tall with off-site District shared parking structures provided at a rate of 0.66 spaces per job. Approximately two acres and 3,220 jobs are included in this typology, which would be located primarily in the central portion of the development area near the “Town Center” area.

- g) **W7 Typology (FAR=1.75)** includes four-story buildings approximately 50 feet tall with off-site District shared parking provided at a rate of 0.66 spaces per job. Approximately four acres and 1,160 jobs are included in this typology, which is located in the southern portion of the development area.
 - h) **W8 Typology (FAR=3.0)** includes seven-story buildings approximately 85 feet tall with off-site District shared parking provided at a rate of 0.66 spaces per job. Approximately one acre and 285 jobs are included in this typology, which is located in the southerly portion of the development area.
 - i) **W9 Typology (FAR=0.3)** includes one-story buildings approximately 20 feet tall with all on-site surface parking to be provided at a rate of one space per job. This typology would provide 65 jobs (the smallest number of jobs in any one typology) on two acres in the northern portion of the development area.
 - j) **W10 Typology (FAR=0.2)** is intended for small scale assembly and manufacturing uses and includes one-story buildings approximately 20 feet tall with on-site surface parking to be provided at a rate of 0.6 spaces per job. These are not intended to be “stand-alone” uses, but would be conducted in association with other industrial uses. The typology would provide approximately 820 jobs on 12 acres in the northern portion of the development area. In the northeastern portion of the development area (near the Metcalf Energy Center), this typology would include corporation yards associated with public/quasi-public uses, such as a City of San Jose maintenance yard, school district bus yard, etc. In the northwesterly portion of the development area (near the existing IBM facility), uses would include biotechnology type uses that would be considered less compatible with residential development. These biotech uses generally require a separation from residential uses of at least 1,000 feet due to the use and storage of hazardous materials.
- 2) **Residential Development:** CVSP is divided into nine typologies of density ranging from 5 to 100+ dwelling units per acre with setbacks ranging from zero to 25 feet. All parking for residential uses would be provided on-site. At least 20 percent of the dwelling units would be deed-restricted, below market rate units, spread throughout the development area.
- a) **R1 Typology** is the densest typology allowing gross densities of up to 100 dwelling units per acre with buildings reaching 22 stories and approximately 265 feet tall. Approximately four acres are designated for this typology and all of which are located adjacent to the central focal lake (the “lake”) in the central portion of the development area. Parking would

be provided at a rate of no less than 1.5 spaces per dwelling unit. This typology is expected to yield a total of 370 dwellings.

- b) **R2 Typology** consists of mid-rise (approximately nine stories) buildings approximately 110 feet tall with a density of 75 dwelling units per acre. Approximately sixteen acres are included in this typology, which is expected to yield approximately 1,180 dwellings. Parking would be provided at a rate of no less than 1.5 spaces per dwelling unit.
- c) **R3 Typology** consists of buildings up to approximately 60 feet tall, with a density of 45 dwelling units to the acre. Structured parking would be used to shield residential uses from noise sources including major roadways and the railroad. This typology includes approximately 85 acres, primarily within the northern portion of the development area, and is expected to yield approximately 3,900 dwellings. Parking would be provided at a rate of no less than 1.5 spaces per dwelling unit.
- d) **R4 Typology** consists of buildings approximately 35 feet tall, with a density of 30 dwelling units to the acre. This typology includes approximately 120 acres and is expected to yield approximately 3,500 dwellings, spread throughout the development area. Parking would be provided at a rate of no less than 1.5 spaces per dwelling unit. These units are the most affordable units in the Plan.
- e) **R5 Typology** consists of three-story buildings up to 35 feet tall, with a density of 22 dwelling units to the acre. This typology includes approximately 320 acres and would yield approximately 7,000 dwellings, which is the largest Residential typology in the development area. Parking would be provided at a rate of no less than two spaces per dwelling unit.
- f) **R6 Typology** (Single Family Detached at Five Dwelling Units per Acre) includes approximately 70 acres and is located in the southern and western portions of the development area to provide a transitional buffer between the proposed development and the existing large-lot single-family units in the development area and the Greenbelt. The plan includes fewer than 400 units at the five DU/AC density and these units would be located immediately adjacent to the existing large-lot single-family units in the development area. Parking would be provided at a rate of no less than two spaces per dwelling unit.
- g) **R7 Typology** (Single Family Detached at 14 Dwelling Units per Acre) consists of approximately 225 acres and would yield approximately 3,140 three-story cluster homes spread throughout the development area. Parking would be provided at a rate of no less than two spaces per dwelling unit.

- h) **R8 Typology** (Single Family Detached at 12 Dwelling Units per Acre) consists of approximately 125 acres and would yield approximately 1,500 two- and three-story cluster or patio homes, located primarily in the central and southern portions of the development area. Parking would be provided at a rate of no less than two spaces per dwelling unit.
 - i) **R9 Typology** (Single Family Detached at 10 Dwelling Units per Acre) consists of approximately 180 acres and would yield approximately 1,780 two-story homes, located primarily in the southern portion of the development area. Parking would be provided at a rate of no less than two spaces per dwelling unit.
- 3) **Mixed Use Development:** CVSP includes a total of over 10 million square feet of Mixed Use development to include Workplace, approximately 4,000 Residential units, and Retail development. Mixed Use development is divided into nine typologies, four of which contain retail uses. Parking would be provided on-site, in District shared parking structures, and on-street parking. There would be no minimum development setbacks in the Mixed Use typology.
- a) **M1 Typology** (Live Work/Loft at FAR=1.4) includes six-story buildings approximately 75 feet in height. Approximately nine acres, primarily within the northern portion of the development area is designated for this typology. Parking for jobs would be provided off-site in District shared structures, while residential parking would be provided on site.
 - b) **M2 Typology** includes 22-story buildings up to 265 feet tall with 18 stories of residential uses above four stories of office uses and an FAR of 3.6. This typology would have on-site structured parking for the residential uses and off-site District shared parking for the office uses. Approximately three acres of development are within this typology.
 - c) **M3 Typology** (Live Work/Loft at FAR=1.75) includes six-story buildings approximately 75 feet tall with surface parking for jobs and parking for residential units within the buildings. Approximately two acres of the development area are designated for this typology.
 - d) **M4 Typology** (Three Floors Office over Regional Commercial at FAR=1.73) is designated for approximately 34 acres within the development area and provides the greatest number of jobs within the Mixed Use typology. This typology does not include any residential uses. Building heights would be up to 40 feet tall and all parking would be within District shared parking.

- e) **M5 Typology** (The Three Floors Office over Local Commercial at FAR=0.4) is designated for approximately 15 acres within the northern, central, and southeastern portions of the development area and does not include any residential uses. Building heights would be up to 40 feet tall and all parking would be provided on-street and on-site in surface lots.
 - f) **M6 Typology** (Three Floors Residential over Regional Commercial) is designated for approximately 32 acres primarily within the northern portion of the development area. Based on square footage, this typology is the largest within the Mixed Use designation, and does not include any office uses. Building heights would be approximately 40 feet tall and parking for residential uses would be provided within the buildings, while parking for commercial uses would be in District shared parking structures.
 - g) **M7 Typology** (Three Floors Residential over Local Commercial) is designated for 20 acres within the eastern portion of the development area. This typology does not include office uses. Building heights would be 40 feet tall and parking for residential uses would be provided within the buildings, while parking for commercial uses would be on-site in surface parking lots and on the surrounding streets.
 - h) **M8 Typology** (Three Floors Residential over Optional Office) is designated for 38 acres primarily within the southern, southeastern, and central portions of the development area. Residential parking would be provided within the buildings, while parking for the optional office uses would be provided on-street parking. Building heights would be approximately 40 feet tall.
 - i) **M9 Typology** (Two Floors Residential over Optional Office) is designated for approximately eight acres primarily within the central portion of the development area. Building heights within this typology would be approximately 30 feet tall. Residential parking would be provided within the buildings, while office parking would be on-street parking.
- 4) **Retail Development:** CVSP includes a total of approximately 1.6 million square feet of Regional and Local Retail uses, occupying a total of approximately 34 acres. The Retail includes approximately 202,500 square feet of stand-alone restaurant, general retail, personal service, apparel, movie theater uses primarily in the “Town Center” area around the central focal lake. Regional retail is expected to draw customers from inside and outside of the valley. Local Retail includes approximately 317,100 square feet of stand alone supermarket, gas station, restaurant, general retail, personal service, apparel, and movie theater uses located primarily in the central and northern portions of the development area. These uses would primarily serve Coyote Valley residents. Parking for these two typologies would be provided primarily

in District shared structures. An additional approximately one million square feet of Regional and Local Retail uses would be included within the Mixed Use designation. The retail uses within the Mixed Use designation would be provided in the ground floors of both office and residential buildings. Parking for retail uses would be provided in District shared structures, on-site surface lots, and on-street.

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